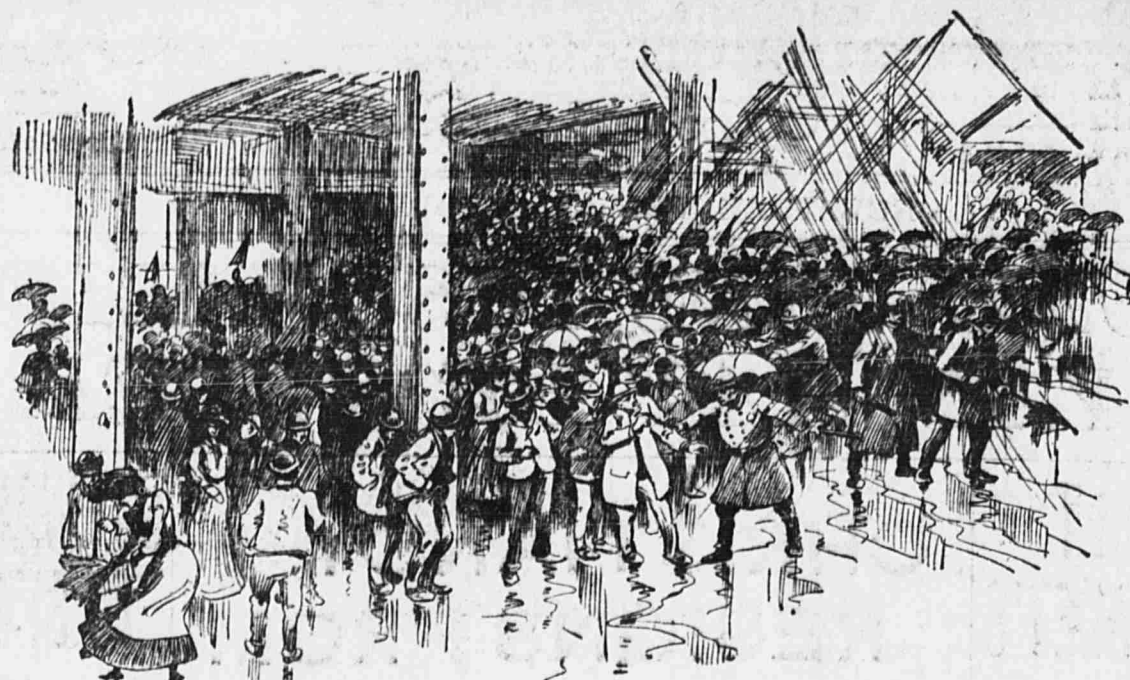


CROWDS JAM THE BRIDGE ENTRANCE DURING THE HEIGHT OF THE STORM—SCENES ON SUBMERGED STREETS.



A View of West St from Warren



Scene At Barclay And West St



VAST LAKES SURROUND BUILDINGS IN BROOKLYN

Girls' High School on Nostrand Avenue Accessible Only by Boats—Cellars of Houses Flooded by the Wash from Trolley Cars.

Residents of the Brooklyn suburbs who hadn't rubber boots were in a bad way to get to business to-day. The trolleys were unable to carry away the flood, and Flatbush, Borough Park, Bath Beach, Lefferts Park, Dyker Heights and other of the suburbs between the old city and Coney Island were inundated.

Trolley traffic was blocked at intervals all night because of burned-out fuses and fragnets in the various cut beneath the roadways. This morning nearly the entire B. R. T. system was paralyzed.

The Smith and Jay and Fifth Avenue and Fort Hamilton lines were put out of business by the overflow of Bowmans Creek. When the water rose above the canal bridge the roads were washed up effectively.

Trainsmen Flashed for Switches. Other systems were blocked by the accumulation of water in the most unexpected places. At Fulton street and Nostrand avenue, switching posts in the heart of a business center, lines of cars stretched in all directions, while trainsmen in rubber boots fished around in over two feet of water to find the switches. The cars stood in the water up to the surface of the platforms.

The Ocean Boulevard line foot of water over it, covering both bicycle paths and sidewalks from Prospect Park to Beverly Road. At Park Circle there is an almost boundless lake of water, covering the entire Prospect Park Annex and rushing like Niagara rapids down Coney Island avenue. Passengers on the Coney Island trolley change cars at Park Circle. The water there and for two blocks distant in every direction is nearly two feet deep.

Motorists Carry Women to Safety. Women passengers and some men passengers too were carried in the arms of hunky motorists this morning from one car to the other.

Coney Island avenue is under water all the way down to King's Highway and on Avenue C and the other main thoroughfares of Flatbush wagons are up to their hub-wheels in water. Only pedestrians in high rubber boots can navigate the streets and the car service is short and slow. Cellars all over Flatbush are flooded and tremendous damage has been done. Borough Park is a level lake, with no distinction between sidewalks, streets and lawns. The cars to South Brooklyn were practically abandoned at noon and the B. R. T. said that unless the rain ceased and the water subsided, it was to take care of the home-going crowd to-night.

Lake Surrounds Big School. Grammar School No. 85 at Evergreen avenue and Cuyler street, is in the center of a big lake of flood water for nearly a block around.

From the Girls' High School Building on Putnam and Noyden avenues, the flood extends down to the river. Fur-

road. Thousands of commuters living along the line of the Susquehanna and New Jersey and New York were unable to get to business in this city.

All the schools in Hackensack are closed. A foot of water surrounds the clubhouse of the Hackensack Golf Club and long rows of houses in the river district along the meadows are completely flooded. The trolley lines cannot run and the villages surrounding the town can be reached only by boats.

The local blanchettes and dye works, employing 2,000 persons, were shut down because the boiler-room was flooded. Andrew Jackson Le Voe, the Hackensack school teacher, says he predicted this storm a year ago and his almanac shows that his prediction is true. He predicts it will clear up by noon and a reprieve of the weather to-morrow will be warm.

Heavy undercurrents next week are predicted by Le Voe and a repetition of to-day's deluge in two weeks. Next month, he says, the entire Only Valley will be flooded, with loss of life.

Physician Hartung this afternoon to have been a death from natural causes. The autopsy showed that she had cirrhosis of the liver, catarrh of the stomach, kidney trouble and a large quantity of undigested whiskey in the stomach.

The physician said she might have received the fracture of the skull by falling from a second-story window. The autopsy was performed by Coroner's

HEAVIEST RAINFALL ON RECORD HITS NEW YORK

(Continued from First Page.)

ture of the left leg and severe injuries to his head. His skull may be fractured. He was taken to St. Joseph's Hospital, Jersey City.

Fireman Charles Ingalls, of No. 355 Twelfth street, Jersey City, leaped from the engine cab and broke his right leg in striking the embankment.

The train, a local, left Paterson at 10:15 A. M. for Jersey City. As the train approached the Lackawanna trestle Engineer Engel saw that a torrent of water from the heavy rains was pouring through the cut in which the tracks pass. As he saw the rails above water he thought the track was safe and let his train go ahead.

It seems that the bed of the tracks had been washed away, however, and that the rails were held by the fastenings alone. As soon as the weight of the engine struck them they parted and plunged the engine into the washout.

The two coaches, well filled with passengers, were swung about so that they struck the Lackawanna trestle.

The side of one coach was torn off completely and the other coach was also badly wrecked. The passengers were thrown into a panic. Many were injured. A woman accompanied by several friends, sustained a bad fracture of the jaw, besides other injuries. She was taken away by her friends before the officers could get her name. Nearly every one of the passengers was scratched or bruised or more seriously injured.

They were thrown out of the cars into the network of trestles and in the mud, water and rain. A Lackawanna passenger train from New York was approaching at the time and its crew and passengers were able to render immediate assistance. All of the Erie train passengers were taken aboard the Lackawanna train to Paterson.

If several hours the tracks of the Erie road were blocked and several trains were stalled.

BIG FLOOD AGAIN COVERS PATERSON.

(Continued from First Page.)

PATERSON, N. J., Oct. 9.—The river district, which suffered so severely during a former overflow, is again partly flooded and the river is still rising rapidly. The water is about a foot and a half from the Arch street bridge approaches, and may flood the business section of the city.

Water, River, Bergen, Arch, Straight, Main, North Main and Clinton streets are all flooded. In the factories along the river front the operatives were dismissed and taken from the buildings in boats.

The bank of the canal, near Braun's Brewery, in South Paterson, gave way

to-day and all the territory in the vicinity was flooded. A bridge over what is known as Stray Rock, Bond Brook at West Twenty-fifth street, was swept away. A washout on the Lackawanna Railroad a short distance above Paterson caused a temporary delay to traffic.

ENGLAND, TOO, IS HAVING A HEAVY STORM

LONDON, Oct. 9.—The heaviest rainfall of the year is causing enormous damage in the North of England. The roads are impassable, railroads are interrupted, houses are downed and the valleys of the Dee and of the Tweed are like inland seas. All kinds of animals and wreckage are floating seaward. Much outside work has been suspended.

THREATS TO DRESSER FOR TELLING SECRETS.

(Continued from First Page.)

Shipbuilding Trust was amazing. He runs all through it. To get at the bottom of the deal it will be necessary to compel him to testify. Subpoena-issuers have been unable to find him, but Mr. Dresser's lawyers do not despair of forcing him to stand.

Here is how Mr. Schwab secured control of the Bethlehem Steel plant. It came to his knowledge about a year and a half ago that a syndicate composed of Kuhn, Loeb & Co. and the Norton Trust Company had an option on the property with the idea of selling it to Victorinox & Co. of England. The knowledge reached him through a letter written to him by Kuhn, Loeb & Co., informing him of their plans in a diplomatic way. They deemed it best to let him, as President of the United States Steel Corporation, become conversant with the situation. Their option called for the purchase of a controlling interest in the stock at \$22.50 a share.

At this time Mr. Schwab learned that the shipyard combination then in course of formation needed a steel plant. Investigation on his part assured him that the Bethlehem plant was just what was needed. He knew what the syndicate was offering and concluded to take the proposition himself.

He bid \$24 for a controlling interest in the stock and he got it. Of course Kuhn, Loeb & Co. and the other members of the syndicate that held the original option were indignant. They talked of going to law to enforce their option, but the fact that the President of the Steel Trust also owned, for his personal account, the chief rival plant was deemed a piece of information that had best be kept from the public, and the matter was dropped.

PLANS FAILED TO BE A SUCCESS.

Then the Shipyard Trust, as originally proposed, failed to become a success, and Mr. Schwab, the President of the Steel Trust, had a competing plant on his hands. It is whispered that he tried to secure control of other independent plants at the time, but failed.

When he needed money he went to J. Pierpont Morgan & Co. and they took the Bethlehem plant off his hands, acting as managers of the United States Steel Corporation syndicate. Here they were in the anomalous position of managing the trust and controlling the chief rival of the trust.

When the Dresser-Nixon Shipbuilding Company was formed Mr. Schwab saw a chance to unload, and he did unload at a big profit to himself on paper. But the way he unloaded was interesting.

He owed \$7,200,000 to the stockholders of the Bethlehem plant in order to close his option and he did not have the ready money. It was here that he called upon Morgan & Co. again. They let him have the money and he completed the deal, but Morgan & Co. were looking for the best of it, too. All hands were looking for the best of it.

Brokers experienced in big finance say that the \$5,000,000 in stock that was given to Morgan & Co. was not in the nature of pay for putting through the deal. They think it was what the banking firm asked Mr. Schwab for lending him \$7,200,000 in cash. In other words, if the theory of Wall street is correct, Morgan & Co. secured on exacting stock that would net, according to the outlook, \$2,250,000 in cash for lending a little over three times that sum.

But Mr. Morgan firm knew that the country was overloaded with securities of other schemes they had financed, and out of this knowledge was born the secret deal—now repudiated by Morgan & Co.—by which their \$5,000,000 in stock and Mr. Schwab's \$15,000,000 in stock were to be put on the market before anybody else could sell. With their \$20,000,000 of stock out of the way they could afford to sit back and let the public seek to digest the remainder of the stock of the United States Shipbuilding Company.

The firm of Morgan & Co. agreed to sell the stock at 65 and 25, although the Gates, who managed the transaction, admits that it looked "funny, all the way through." Much to the astonishment of Mr. Gates the public refused to have anything to do with the stock. Morgan & Co. had their \$5,000,000 in securities on hand and Mr. Schwab had his \$15,000,000 of securities on hand and there was nobody to buy.

This move made Mr. Schwab the controlling power in the shipbuilding combination in connection with the Gates. He had more than other directors and the original promoters found their hands tied. Directors would not attend the board meetings. One day Mr. Nixon telephoned to Mr. Schwab to ask him why certain directors had failed to show up for the transaction of business.

"Because I told 'em not to," explained the frank Mr. Schwab.

The beautiful and affecting thing about the whole mess is that the public lost little or nothing. The promoters and financiers who were mixed up in the deal are the losers. Just how much they lost will be brought out later on when Mr. Dresser and Mr. Nixon have completed their testimony and Mr. Schwab and Mr. Morgan have submitted to cross-examination on the stand.

PEOPLE FLEE FROM THE FLOOD IN BLOOMFIELD, N. J.

BLOOMFIELD, N. J., Oct. 9.—The water is now rushing across Glenwood avenue and Bloomfield Centre at a terrific rate, carrying everything before it. People are fleeing from their stores and houses to points of safety.

All the cellars are flooded and the water is now reaching the first floors. The girls in the telephone office were carried out. It is the worst flood since 1889.

In the Second Ward, near Franklin avenue, a child about five years of age fell from the stoop of its house and was carried away. In the Bowery section people are fleeing from their homes and going to the high hills of Glen Ridge.

The water is five feet deep on Washington street and still rising. In some cases people are imprisoned in their houses. A number of factories were compelled to close by the rise of water.

In the worst part of the storm fire broke out in a shed containing gasoline in the rear of Ackerman's plumbing shop, and for a time it looked as if the business portion would be destroyed by fire and flood.

The firemen, in the face of great danger, worked like heroes all night, extinguished the blaze. The fire-house is flooded, and the apparatus has been left in the street. The damage is great.

The firemen cut holes through buildings and fences on the east side of Glenwood avenue to give the water free passage.

Following is the language of the agreement between Charles M. Schwab and Harris, Gates & Co. for the sale first of the Morgan-Schwab stock of the Shipbuilding Trust.

"This agreement made and entered into this 11th day of August, 1902, by and between the Trust Company of the Republic, Daniel Le Roy Dresser and Lewis Nixon, parties of the first part, Charles M. Schwab, party of the second part, and Harris, Gates & Co., parties of the third part, witnesseth:

"First—Said parties of the first part hereby agree and guarantee that no part of the preferred stock and common stock of the United States Shipbuilding Company, excepting so much only of said 15,000 shares of the preferred stock and 15,000 shares of the common stock which is now to be distributed among said vendors, shall be distributed, sold or otherwise disposed of until after the 25,000 shares of the preferred stock and the 25,000 shares of the common stock to be delivered to J. P. Morgan & Co. and the 75,000 shares of the preferred stock and the 75,000 shares of the common stock to be delivered to the party of the second part, shall have been marketed, sold and disposed of.

Second—Said parties of the first part hereby agree that all the said remaining shares of the preferred stock and the shares of the common stock of said United States Shipbuilding Company shall be lodged and deposited with the Trust Company of the Republic, as trustee, to be held by it and not to be transferred or disposed of, until after said stocks to be delivered to said J. P. Morgan & Co., and to said party of the second part, shall have been sold and disposed of.

Fourth—Said parties of the second part agrees that said parties of the third part may sell said preferred stock and common stock of the United States Shipbuilding Company so as to be delivered to him and to J. P. Morgan & Co., at such prices as will net him and said J. P. Morgan & Co. respectively the sum of \$65 per share for the preferred stock and \$25 per share for each share of the common stock, or any lower prices which said second party may from time to time consent to realize. But said parties of the third part shall secure as much more for said stocks so to be sold by them as possible, nor shall said third parties be limited to or confined to the prices of \$65 per share for the preferred stock and \$25 per share for the common stock.

POSTAL FORCE NOT TO BE DISTURBED

Payne Declares that Wholesale Dismissals Will Not Follow as a Result of the Department Scandals.

WASHINGTON, Oct. 9.—To-day's Cabinet meeting lasted scarcely more than an hour. All the members except Secretaries Root and Hitchcock were present. The principal topic of discussion was the Post-Office investigation, which was considered at length, especially with reference to the trial of the cases now pending before the courts.

Postmaster-General Payne expressed his gratification that practically the scene of activity respecting the investigation now had been transferred from his department to the Department of Justice.

At the conclusion of the meeting Mr. Payne said it was not the expectation that there would be a wholesale dismissal of clerks and division chiefs of the Post-Office Department as a result of the investigation.

Some further dismissals might be made, he said, on the recommendation of Mr. Bryan, but that far it must be the practice to dismiss offenders as soon as the evidence of their corruption or incompetency could be obtained. From time to time, employees had been discharged for cause. That plan would be followed in the future. It was decidedly improbable, however, that any large number of clerks would be dismissed simultaneously. In fact, no such proposition, Mr. Payne said, was in contemplation.

A Guaranteed Cure for Piles. Itching, Blind, Bleeding or Protruding Piles. Our Ointment will refund money if it fails. Write for free sample. 14 N. 2nd St. N. Y.

SHIPPING NEWS.

ALMANAC FOR TO-DAY.

Sun rises, 6:04; Sun sets, 5:32; Moon rises, 7:59.

High Water, Low Water, A. M. P. M. A. M. P. M. Sandy Hook, 9:17 9:32 3:12 3:50 Governor's Island, 9:17 9:32 3:12 3:50 Hell Gate Ferry, 11:10 11:25 4:44 —

PORT OF NEW YORK.

ARRIVED.

Phoenicia, Alfred Durrant, Hamburg, Guyardotte, Norfolk.

INCOMING STEAMSHIPS.

DUE TO-DAY.

Picqua, Gibraltar, Hindoo, Hull, La Savote, Havre.

OUTGOING STEAMSHIPS.

SAILED TO-DAY.

Manoa, St. Thomas, Colorado, Brunswick, Cienfuegos, Guanta-Hamilton, Norfolk, Cedric, Liverpool.

REGISTER!

This is the first day of registration. The books will be open in all the boroughs from 7 A. M. to 10 P. M.

The other registration days are: Saturday, Oct. 10, Sunday, Oct. 11, Friday, Oct. 16, Saturday, Oct. 17.

Voters who fail to register cannot vote in the election for Mayor and county officers on Nov. 3.

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DAM BURSTS AND FLOOD IMPERILS MANY LIVES

Homes Are Swept from Their Foundations and Inhabitants Are Forced to Flee Before the Sweep of Waters at Pompton Lakes, N. J.

POMPTON LAKES, N. J., Oct. 9.—The bulkhead which held Pompton Lake back in its valley between the mountains gave way at 5:30 A. M. to-day under the pressure of the enormous rainfall, and the great body of water went roaring down the Ramapo, sweeping away strong bridges as though they had been straws, dislodging houses from their foundations and destroying and carrying away valuable property.

The Norton House, the largest of the hotels at this summer and fishing resort for the exclusive, was flooded to the ceiling of the first floor. The two parts of the town were divided by the great current of water. Part of the Ramapo Company's store was carried away. Two canal-boats loaded with 140 tons of coal were swept from their moorings at the steel works and the steam coal-lifting apparatus of the works was destroyed.

Through the energetic work of a number of rich residents in the vicinity of the "broken bulkhead" no lives were lost. A farmer was trying to get over the swollen Ramapo at the turnpike bridge, just below the bulkhead, when the great pressure of water moved the dam and let through a larger volume of water.

Realizing the danger, he ran back to Romaine's Hotel, on the north side of the lake, and spread the alarm. At the same time the servants about the home of Marion Harland, the author, on the opposite side of the lake and just above the bulkhead, saw the dam parting, and they, with the employees of the hotel, ran down on either side of the Ramapo River and alarmed the residents. They reached the Norton House just in time to get the many sleeping guests out. Many of them were not out when the torrent came rushing down the crooked and narrow valley.

Taken from Windows. Two women, who had delayed long enough to dress, were taken from a second-story window into a rowboat, the water being so high then that the boat was up almost even with the second-story window.

A man jumped from the roof into the swift current and was swept down to the iron bridge. He held to this until the bridge was swept away, and then he caught the trunks of an up-rooted and floating tree. He held to this until the tree grounded and he was taken ashore.

The bridge over the turnpike just below the bulkhead was swept away with the first great rush of the water. It was twisted about in the current until its end plunged into the corner of the company store building, holding fast there.

In a moment the water had risen until both the bridge and the store were twisted about and poised at an angle on the steep banks.

CANDY

PRACTICE VS. THEORY. Don't you think it's best to trade with practical confectioners rather than where you dealers must depend on others for their wares? Good candy cannot be made theoretically any more than other commodities. To get ABSOLUTELY THE BEST, both in quality and price, it is essential to buy of the makers. Where middle men handle goods there must be an extra profit tacked on. You avoid this with us, as we sell direct from our factory to you.

SPECIAL FOR FRIDAY ONLY.

SPECIAL FOR SATURDAY ONLY.

MEXICAN PECAN ICE-CREAMSlb. 10c

SPECIAL FOR FRIDAY AND SATURDAY.

BUTTER PEANUT BRITTLE.....lb. 10c

GENUINE TURKISH DELIGHT.....lb. 12c

ASSORTED FRUIT AND NUT CHOCOLATES.....lb. 15c

CREAMED GRAPE NUTS.....lb. 19c

HIGH GRADE BOMBONS AND CHOCOLATES OR ALL CHOCOLATE.....lb. 24c

CHOCOLATE COVERED CREAMERY CARAMELS.....lb. 25c

We will deliver any or all of the above specialties at the following rates:

Manhattan Island.....10c

Brooklyn, Jersey City, Hoboken or the Bronx 15c

NO GOODS SENT C. O. D.

Loft 54 BARCLAY ST. COR WEST B'WAY

29 CORTLAND ST. COR CHURCH

DIED.

SHIRAZ, On Thursday, Oct. 8, HELEN N. RHINE, beloved daughter of Matthew and Mary Rhine.

Relatives and friends respectfully invited to attend funeral from her parents' residence, No. 1164 Fox st., Bronx, Sunday, Oct. 11, at 1 P. M. sharp. Calvary.

Laundry Wants—Female.

FOLDERS—Experienced folders, also shaker and folder, 212 Madison St., Mutual Steam Laundry, 212 W. 23rd St.

No!—Ye citizens of Gotham, know ye that anything to be sold is better sold where brought to you at a large, by advertising it in the medium of the World—e Sunday World Want Section.

Quaker Dental Society.

44 East 14th St., near Broadway.

171 Broadway, cor. Cortlandt St., N. Y.

THIS WEEK ONLY.

Sets of Teeth, double suction, \$3

Gold Crowns.....\$3

Bridge Work, per tooth.....\$3

Gold Filling.....\$1

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